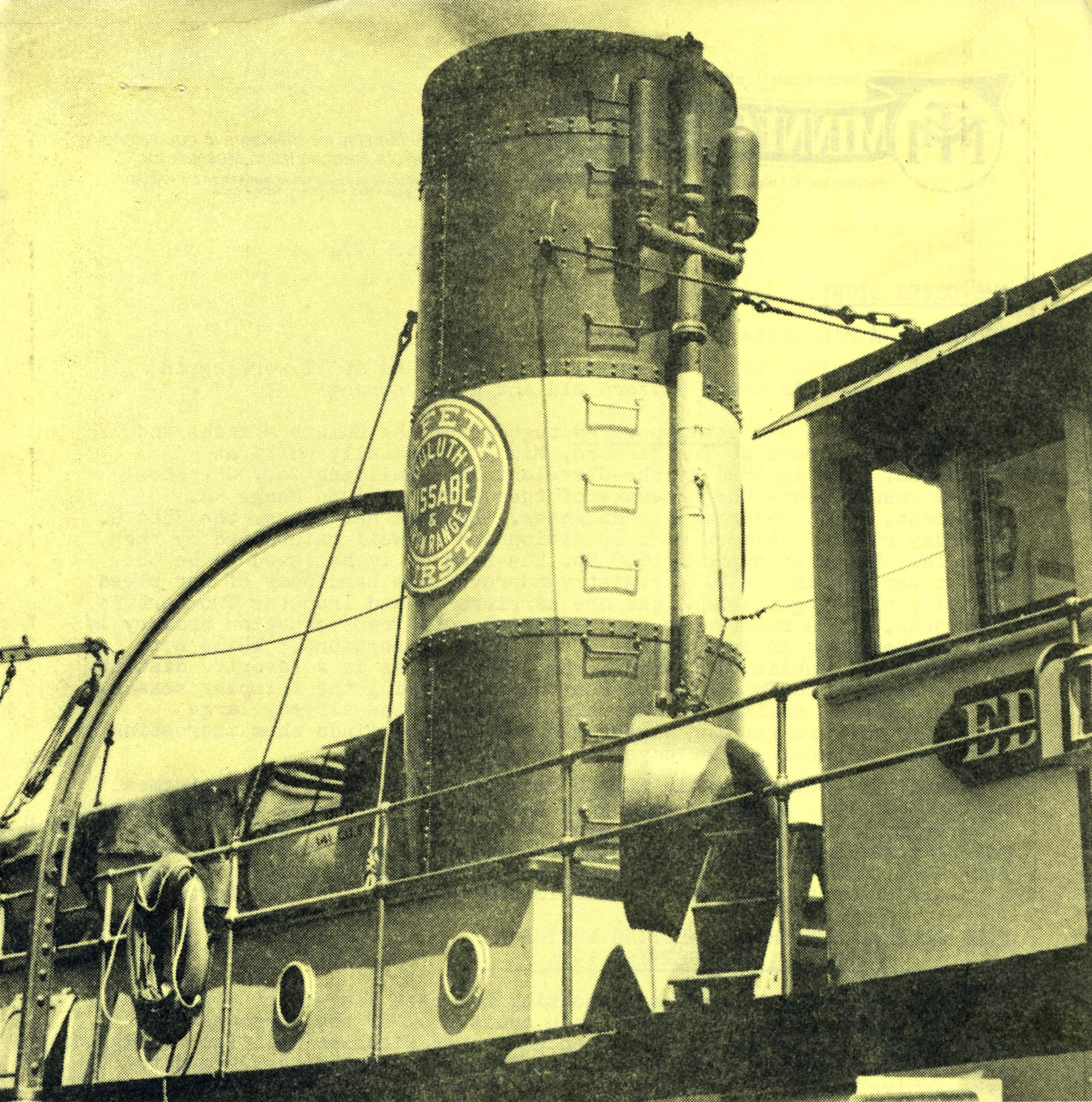




Official Publication of The Minnesota Transportation Museum, Inc.



MINNEGAZETTE

Post Office Box 1300, Hopkins, Minnesota 55343

Sept.-Oct. 1974

THE COVER STORY:

"EDNA G" -A Minnesota Institution

Hark! Yes, its real live steam, coal smoke and still working in Minnesota and it's over 75 years old and going strong!

Meet the 'Edna G', steam-powered tugboat of the Duluth Missabe and Iron Range Railroad at Two Harbors, Minn. Originally built at Cleveland, Ohio in 1896 by the Cleveland Ship Building Co., the steel hulled vessel bears the namesake of then Duluth & Iron Range RR. president, J.L. Greetsinger's daughter. Despite her years, the Edna G. is today still in almost mint condition and is well maintained by the DM & IR. Rated at approx. 1000 Hp. the Edna G. is believed to be the last steam tug in the U.S. Registry and proves the hardiness of her breed by daily shunting the big lake ore carriers to and from the Two Harbors Ore docks. This remarkable piece of Minnesota Transportation history is rapidly becoming an institution of no small proportions. While not accessible to public visitation, she nevertheless is a favorite distant camera subject to Two Harbors area tourists during the shipping season. But twilight is coming for this historic boat; the already large lake carriers are getting bigger and the Edna G. finds them increasingly difficult to handle. Her days may be numbered.

Certainly, the venerable EDNA G deserves eventual museum retirement rather than the breaking yard when her final work day at last arrives. An even more exciting prospect would be the creation of an operating marine steam museum in the Two Harbors/Duluth area utilizing the classic EDNA G to carry the public on excursion in the Harbor area. It would be a unique attraction of almost inestimable value to the Twin Ports.

FALL GENERAL MEMBERSHIP MEETING NOTICE---- TUESDAY, OCTOBER 15, 1974

The next MTM general membership meeting has been slated for 8 p.m. on Tuesday, Oct. 15th, 1974 in the main auditorium of the Northwestern National Life Insurance building on the lower Nicollet Mall (at Washington Ave.) in Minneapolis. Members and their invited guests are urged to take active part in this important and informative museum event. In addition to a program of MTM business, President George Isaacs, who recently returned from abroad, will present a color slide narrative entitled 'Rail Transportation in Europe - 1974.' Plan to attend-- Tuesday, Oct. 15th, 1974.

SEPTEMBER MESSAGE FROM THE PRESIDENT

"Keep it clean" is a virtue that should be a hallmark of the Minnesota Transportation Museum in carrying out its various activities. Those members who have contact with me know that I am a virtual fanatic when it comes to cleaning up around and along the Como-Harriet Streetcar line restoration area.

A Message from the President (cont.)

I sincerely call upon all members of the Museum who actively participate in the Lake Harriet project to make a little extra effort to;

1. Pick up litter on the site whenever you see it, and dispose of it, either at the car barn or in the station platform trash container.
2. Always place your empty pop cans and take-out food wrappings properly.
3. Give thought about how tools or supplies are to be stored in both the car barn and tool sheds before carelessly dropping them in some 'convenient' place.

And, from time to time, we could use that little extra volunteer help to trim back bushes, cut weeds and, lastly, to wield a paint brush to keep our project looking well cared for. Live a little; Help a little! Many thanks!

George K. Isaacs
President, MTM

MTM'S 3RD OPERATING SITE -- PROGRESS REPORT -by John Stein, Director

The MTM site committee has now submitted a report to the City of St. Paul and to the Ramsey County Department of Parks which outlines a plan for the development of a transportation museum in St. Paul utilizing railroad equipment of historical interest.

While at this stage we cannot reveal all details of the plan, the following can be told;

The line which the Museum is interested in is approximately two miles in length, is intact and serviceable, and has a direct connection with a common carrier. The projected plan for operation is for a single track passenger carrying main line, with a depot at each end, and would provide a passenger carrying function in the area served. A static display of railroad equipment is also being planned. The long range plan includes an "Interpretive Center" offering displays and educational materials to the public. This center would also include much needed MTM office and storage space. The locale is parkland, similar to the situation at Lake Harriet, which guarantees a relatively secure future for the line.

Although there are many details still to be resolved, the initial official reception to the plan has been favorable. The Board of Directors of the Museum has set as one of its goals, to establish such a museum - hopefully to be in operation by the Bi-centennial year of 1976. Dan Patch #100, and coach 1370 could be used to begin operation.

We look forward to this with great enthusiasm: With the same kind of MTM and public support which we have experienced on the Como-Harriet Streetcar Line, the St. Paul site could be a roaring success.

YES, WE HAVE A CABOOSE

in 1973, the Soo Line Railroad announced quietly that it was preparing to order a fleet of new steel cabin cars (caboosees to the tyro), replacing its aging group of wooden cars; time and tide was about to claim another piece of Minnesota Transportation history. MTM moved forward to protect and preserve! And, on Monday, July 19, 1974 Soo Line Caboose #99014 came 'home' to Como-Shops to begin the long restoration journey back.

Built by the Ohio Falls Car Co. in 1886, #99014 is a rare steel-frame wood-sheathed car known as a 'long type' caboos. It's 40 ft. long and weighs 36,000 lbs.

Sporting arch-bar wood cross beam trucks and a 8 window cupola, the car will comfortably seat up to 20 people. Following a rather circuitous move from the Soo Line to Como Shops, the caboos was shunted into the shops by MTM's own MA & CR (Dan Patch) #100. A general cleanup followed - MTM's wielding brooms and dustpans. Full restoration of this venerable 'crummy' to full, early day Mpls., St. Paul & Sault St. Marie colors and markings is now being planned; look for details in future issues. Welcome to MTM, #99014!

COMO-HARRIET STREETCAR LINE UPDATE!

Work proceeds apace at the C-H line. From its halting erratic beginning, with a 1/4 mile of trackage in 1970, the now celebrated "Trolley of Summer" (credit to Star columnist Barbara Flanagan) has hit an even stride in 1974. Crews work smooth and safely; crowds of eager - and repeat - riders flow aboard; the R-O-W is grass grown and original appearing and #1300 flows evenly on under the singing wire. The Mpls. Park and Recreation Board has approved the north to Calhoun extension, and it's only a matter of time. Work on the 42nd St. passing siding (to accomodate #265 when she's ready) is partially complet - it's again double track over the 42nd St. overpass as nature and TCRT intended.

However, traffic and operations vice-presidents Frank Sandberg and Scott Heiderich need all assistance available to operate and extend the Como-Harriet. So, lend a hand, call Frank at 890-2830 or Scott at 645-3333. Make the great summer success on the MTM Como-Harriet even greater!

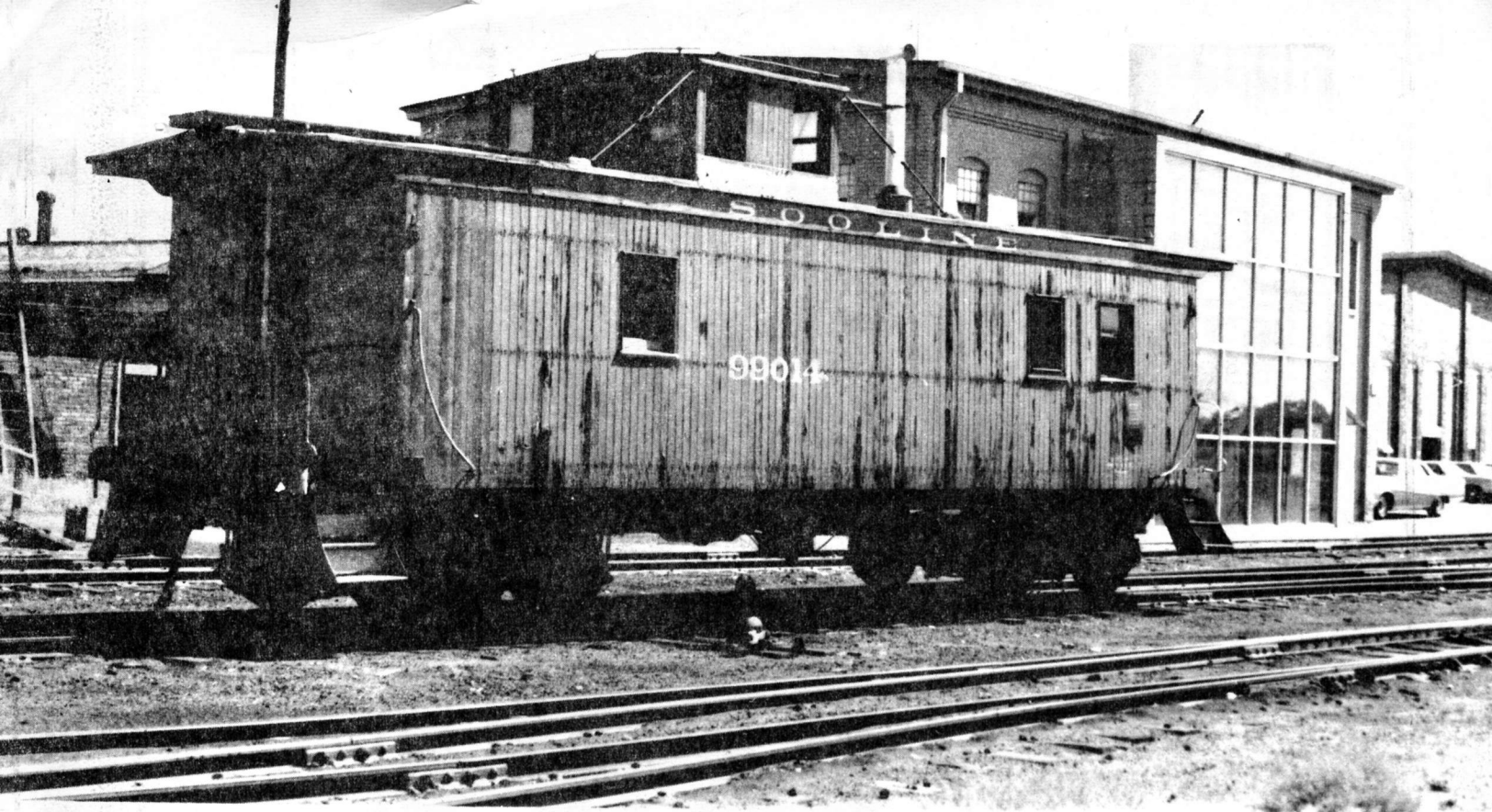
WE INVITE YOUR COMMENTS AND CONTRIBUTIONS!

In an effort to brighten up the pages of your "Minnegazette" and to broaden the scope of our historical Minnesota Transportation coverage, we sincerely solicit members written and photographic contributions. We know there is a wealth of creative talent 'out there'; and, we want to 'tap it', for the benefit of all! So you--yes you--are cordially invited to submit your written and photo contributions to "Trolley, Box 1300, Hopkins, Minn. 55343." Remember, any Minnesota Transportation subject (yes, we are the Minnesota Transportation Museum) is welcome. Just keep your article contribution approximately about the word count you are used to seeing in the Gazette - it helps the editor to fit it in, comfortably. So, send us your 'creation'. Don't worry about grammar - we're not so proper ourselves; and will edit to delete all expletives etc. Hoping to hear from you all! Editor -- PMJ.

FACING PAGE CAPTIONS

Top: MTM's newest vintage acquisition - 1896 built Soo Line wood-sided caboos #99014 - shown on its arrival at Como Shops on Monday, July 19th.

Below: MTM's ACF Brill trolley coach shown during its move from Savage, Minn. to Como shop storage on Wednesday, July 21. Restoration of this, which is believed to be the very last extant Brill Electric Trolley Bus - will begin within the near future. The trolley bus was a successful and significant transportation vehicle in the Duluth area during the 1930's, 40's and early 1950's.



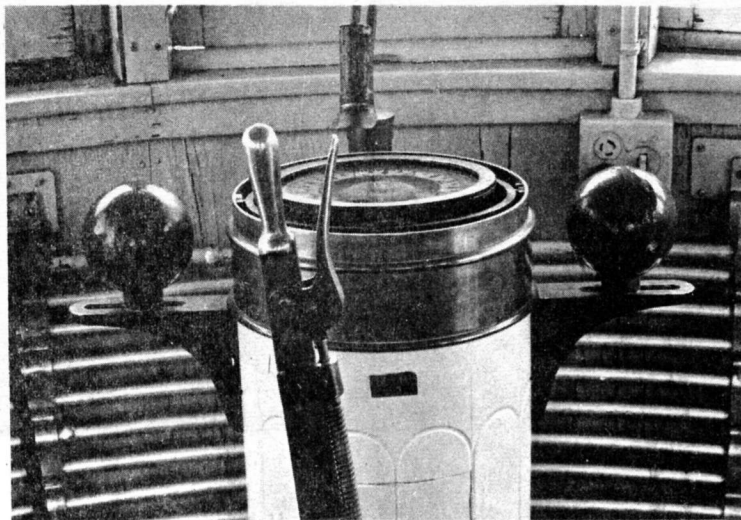
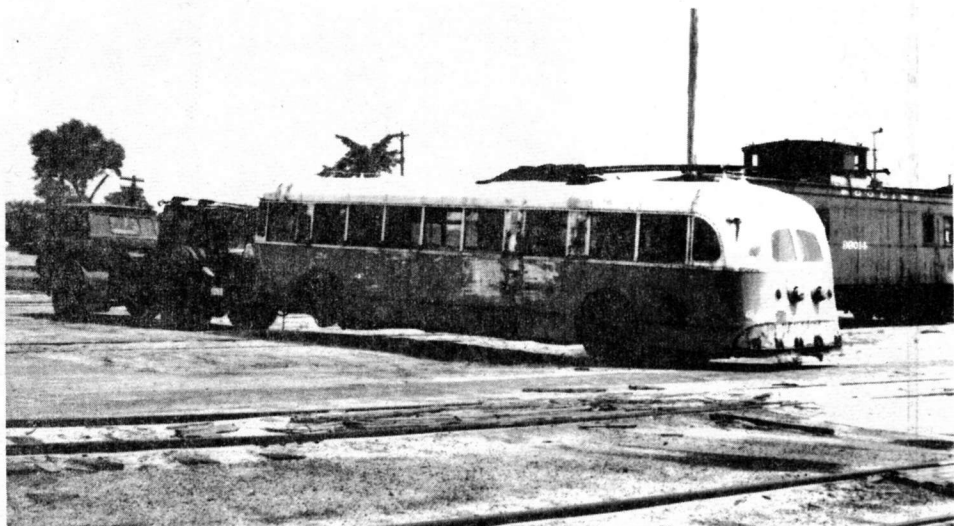
MORE MTM PHOTO

MISCELLANY:

Lower Pix: Well-worn nameboard of "Edna G" with town of Two Harbors in background; Detail of Binnacle and control in the pilothouse.

Overleaf/Backcover; Stern view of North America's last Steam tug at the DM & IR wharf.

Pix courtesy of Loren Martin & Pat Joyce







MINNESOTA STREETCAR MUSEUM

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August 2021

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We Make Minnesota's Electric Railway History Come Alive!